

1-14-1982

Meeting Notes 1981-01-14

Joint Policy Advisory Committee on Transportation

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METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

A G E N D A

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Date: January 14, 1982

Day: Thursday

Time: 7:30 a.m.

Place: Conference Room A1/A2

1. INTERSTATE TRANSFER PROGRAM

- #a. TIP Adjustments to the Interstate Transfer Program and Project Authorizations - Staff Report #77 - APPROVAL requested - Andy Cotugno.
- b. Recent Congressional Actions on Interstate Transfer and Section 3 Funding - INFORMATION - Andy Cotugno.
- *c. ENDORSEMENT of Letters of Commendation to Messrs. Hatfield, AuCoin, Feeney, Bothman and Gustafson for Securing Federal Funds - Andy Cotugno.
- d. Upcoming Activities: Interstate Transfer/Section 3 trade, inclusion of de-escalation in TIP update, actual 81 obligations and new cost estimates, 82-89 Interstate Transfer Program development and FY 82 priorities - INFORMATION - Andy Cotugno.

#2. FUNCTIONAL CLASSIFICATION - Amend the FAU System in the Hollywood District - APPROVAL requested - Andy Cotugno.

#3. AIR QUALITY - Updated ozone analysis and description of proposed State Implementation Plan for Ozone and Carbon Monoxide - INFORMATION - Richard Brandman.

#4. TIP AMENDMENT - Addition of Tri-Met's proposed Section 18 Capital Grant for equipment to operate rural transportation services - APPROVAL requested - Andy Cotugno.

#5. TIP AMENDMENT - Addition of Pioneer Square to Tri-Met's Section 3 application - APPROVAL requested - Andy Cotugno.

*6. REGIONAL TRANSPORTATION PLAN: NEXT STEPS - DISCUSSION - Andy Cotugno.

Enclosed

* Available at Meeting

MEETING REPORT

DATE OF TELEPHONE POLL: November 10, 1981

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

MEMBERS POLLED: Lloyd Anderson, Ernie Bonner, Bob Bothman, Dennis Buchanan, Larry Cole, Ed Ferguson, Jim Fisher, John Frewing, Robin Lindquist, Al Myers, Dick Pokornowski, Mildred Schwab, Robert Schumacher, Vern Veysey, Charlie Williamson, and Bill Young

SUMMARY:

1. COMMENTING ON THE TRANSPORTATION IMPROVEMENT PROGRAM AND ON THE DETERMINATION OF AIR QUALITY CONSISTENCY FOR THE URBAN AREAS OF CLARK COUNTY

In lieu of a November JPACT meeting, members were polled for their response in consideration of the FY 82 Clark County Transportation Improvement Program. Metro staff indicated that the projects and programs described in the FY 1982 TIP for the urban areas of Clark County were found to be consistent with the policies, plans and programs of the Metropolitan Service District, and recommended approval of the proposed Resolution.

Action Taken: Members polled indicated their approval of the Resolution commenting on the Transportation Improvement Program and on the determination of air quality consistency for the urban areas of Clark County.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson
JPACT Members

MEETING REPORT

DATE OF MEETING: December 2, 1981

GROUP/SUBJECT: Joint JPACT/Metro Council Briefing on the
Regional Transportation Plan

PERSONS ATTENDING: Metro Council:
Bob Oleson, District 1
Charlie Williamson, District 2
Corky Kirkpatrick, District 4
Jack Deines, District 5
Jane Rhodes, District 6
Betty Schedeen, District 7
Ernie Bonner, District 8
Cindy Banzer, District 9
Bruce Etlinger, District 10
Marge Kafoury, District 11
Mike Burton, District 12

JPACT:
Bob Bothman, ODOT
Dennis Buchanan, Multnomah County
Larry Cole, Cities in Washington County
Jim Fisher, Washington County
John Frewing, Tri-Met Board
Al Myers, Cities in Multnomah County
Mildred Schwab, City of Portland
Vern Veysey, Clark County
Bill Young, Department of Environmental Quality

Guests: Ted Spence, ODOT; Gil Mallery, Regional
Planning Council of Clark County; Winston Kurth,
Clackamas County; Bob Blensly, ODOT - Salem;
Dick Feeney, Tri-Met; Bebe Rucker, Multnomah
County; Paul Bay, Tri-Met; Marty Nizlek, Wash-
ington County; Sarah Salazar, Port of Portland;
Steve Dotterrer, City of Portland; John Price,
FHWA; and Jane Cease, State Representative

Staff: Rick Gustafson, Andy Jordan, Peg Henwood,
Andrew Cotugno, Terry Bolstad, Keith Lawton,
Dick Walker, Bob Hart, James Giesecking, Bob Haas,
Rod Sandoz, Dick Bolen, Richard Brandman, Dave
Kline (ODOT), Clyde Scott, John Cullerton, Dan
La Grande, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

Charlie Williamson opened the meeting by welcoming everyone and re-
viewing the format for the evening.

Andy Cotugno stated that the purpose of the meeting was to review with policy-makers the contents of the Regional Transportation Plan, emphasizing that detailed staff review will follow with formal release of the Plan in January. The tentative schedule of the RTP is as follows: staff review in January/February followed by a public hearing the end of February; TPAC review of comments during March; local endorsements in March; and adoption in April. Andy indicated that the RTP is in a preliminary draft stage and that this get-together was scheduled for information purposes only.

Andy explained that the focus of the Plan is targeted at "making the regional system work". He pointed out that it does not focus on the sub-regional system. Emphasis in the Plan is placed on the inter-related functions of Highway, Transit, and Demand Management programs. The RTP will provide a regional framework for development of the highway and transit systems. The intent of the Plan is to 1) capture the policy direction already being followed for transportation improvements based upon previous transportation decisions; 2) provide a package of transportation improvements needed to serve expected growth while "making the regional system work"; 3) provide an order of magnitude estimate of public investment cost; and 4) present a compelling case for the need to develop new funding sources.

Andy then reviewed what adoption of the RTP by Metro would represent in terms of major policy actions:

- 1) Endorsement of the interrelated roles of the Highway system, Transit system and Demand Management programs;
- 2) Endorsement of the Principal and Major Arterials, Regional Transit Trunk Routes and Regional Transitways;
- 3) Endorsement of the order of magnitude transportation investment needed to serve expected growth;
- 4) Endorsement of the need for and intent to seek new revenue sources; and
- 5) Endorsement of the 20-district Population and Employment forecasts as the basis for regional transportation decision-making.

A capsulized review of each chapter in the RTP was presented. Andy emphasized that the Plan's objective is to design a highway system that would provide mobility to the fast growing Portland metropolitan area, that would ensure access to jobs and shopping, and provide an adequate system for the movement of freight into the industrial areas.

Maps were displayed at the briefing showing Principal Routes and Major Arterials that are in accordance with the various jurisdictions' comprehensive plans. (Councilman Larry Cole noted that

Canyon Road was inadvertently omitted from the map.) Another map displayed regional transit trunk routes, potential transitway routes, and transit centers for the long-range transit system. Andy cited the need to provide a regional trunk route in each corridor of the regional system and also to protect our ability to provide light-rail transit service in the future.

It was stressed that this Plan represents a prudent, down-to-basics system inasmuch as all the highway projects in the Plan have previously been downscoped by their respective jurisdictions; no new major highway corridors were envisioned and a very "productive" transit system is envisioned (recovering more costs from the fare-box).

Following this portion of Andy's presentation, Representative Jane Cease, Chairperson of the House Transportation Committee of the Oregon Legislature, made a presentation on the upcoming gas tax levy (Ballot Measure #4) which she encouraged every jurisdiction to support. Effective the first of January, a 1¢ gas tax has been enacted for which all jurisdictions will receive revenue sharing. An additional 3¢ gas tax is being placed on the ballot in May, 1982; the first 1¢ increment would be added on in July of 1982, the second in July of 1983, with the last 1¢ increment in July of 1984. She cited the importance of getting the measure passed as a means of attaining the objectives of the Regional Transportation Plan. She asked for any support, contributions, and endorsements to help get the measure passed.

The meeting then broke for dinner after which Andy presented information on the financing and cost of the Plan.

Andy reviewed highway revenue sources over the next twenty years (taking into account the matter of inflation) for the Portland metropolitan area. He spoke of our dependency on the fixed-rate gas tax as a major source of revenue. Mention was made of the following other minor sources of income to the individual jurisdictions: Multnomah County's 3¢ gas tax; Washington County's 1¢ gas tax; Washington County's three-year \$27 million serial levy; miscellaneous receipts from forestry, parking meters, etc.; the 6% employer payroll tax to Tri-Met; and Federal funding for capital improvements (including Interstate Transfer funds, Interstate funds, miscellaneous Federal highway funds such as Urban and Primary, Section 3 transit capital assistance, and Section 5 transit operating assistance).

Andy stressed the fact that only about one-third of our buying power will be realized by the year 2000 because of inflation (assuming it continues at 10 percent per year). New sources of revenue will have to be explored to accommodate the anticipated

funding shortfall. The primary sources of transit revenue available at this time are the payroll tax and farebox revenue, which both keep up with inflation.

Andy further spoke of the consequences of accepting the No-Build and not investing in transportation.

The Plan assumes that 80 percent of all capital expenditures are available for transit from Federal match sources. Commissioner Schwab asked if the LRT Plan would be achieved if 80 percent of the funding were not provided by the Federal Government. Andy said that if the funding were not provided, the light-rail would not be built unless other measures were taken to provide the needed funds, such as a local financing package. Ernie Bonner questioned the total cost of the Plan in terms of highways and transit. Andy stated it would be \$600 million for highway capital construction projects and, with the bus expansion on the Westside, \$460 million worth of transit capital costs. A 50 percent shortfall is anticipated for the highway program (assuming inflation). Andy pointed out that operating and maintenance expenses are included in the estimate. John Frewing asked if the estimate could be translated into a per capita charge per year in relation to a gas tax, property tax, etc., adding that he felt it would be easier to relate to. Commissioner Buchanan expressed the same concerns. Andy felt that the key on the highway funding is not to try to talk in terms of dollar amounts because of the inability of people to comprehend inflation. Of primary importance is the fact that the revenue source itself is not elastic; its relationship to inflation is the prime element.

Martin Nizlek reported that the State of Arizona has established their gas tax on a percentage basis of the average price per gallon. It was noted by others that seven states have established such a program.

Ernie Bonner expressed the need to incorporate possible sources of revenue in the RTP for transportation needs of the future. He felt it was important when approaching Congressmen for financial support that the jurisdictions and the State have previously explored the various funding avenues available. He added that this might be a consideration of the Metro Council prior to approval of the Plan.

Charlie Williamson indicated that Council would have to determine whether it wished to adopt the Plan at this time and then, in the course of the next few years, investigate areas of financing it.

Rick Gustafson spoke of the need for the jurisdictions to feel comfortable with the functional elements of the Plan which represent the framework for transportation decisions in our region. He suggested that the adopted plan could serve as a platform to address

JPACT/Metro Council
December 2, 1981
Page 5

the financial issues and should not be delayed due to the lack of a planned financial package. He agreed that the financial analysis was an important decision for the jurisdictions to deal with in greater depth at a later time.

Local jurisdictions were asked to review the Plan during January and February with endorsement anticipated during the month of March. Charlie Williamson asked that any questions relating to the draft of the Regional Transportation Plan be directed to Andy Cotugno at Metro, and written comments were requested.

There being no further business, the briefing was adjourned.

REPORT WRITTEN BY: Lois Kaplan

AC:lmk

COMMITTEE MEETING TITLE Joint JPACT / Council Briefing on RTP

DATE 12/2/81- 5:30 p.m.

NAME	AFFILIATION
Keith Lawton	metro.
Bd. HAAS	METRO
John Price	FHWA
Ted Spence	ODOT
Richard Brandman	Metro
Bill Young	DEP
Al Gieseking	Metro
Bob Santor	"
Dick Bolen	"
Bob HART	METRO
John Cullerton	"
Dave Kline	O.D.O.T.
Dick Walker	Metro
Clyde R. Scott	METRO
JOHN FREWING	TRI-MET
Cindy Benzger	Metro
PAUL BAY	TRI-MET
Neil Feeney	Tri-Met
Corky Kirkpatrick	Metro
STEVE DOTTERER	CITY OF PORTLAND
Jane Rhodes	Metro
Jack Higgins	Metro
Rick Gustafson	Metro

COMMITTEE MEETING TITLE Joint JPACT/Council Briefing on RTP

DATE 12/2/81-5:30pm

NAME _____

AFFILIATION

AL MYERS
Bob Bohman

CITY OF GRESHAM

Bob Bohman

ODOT

Bruce Etlinger

Metro

Bob Nelson

11

Tim Fisher

Wash Co.

Charlie Wilhoiss

Metro

LARRY COLE

CITY OF BEAVERTON

ERNIE BONNIER

METRO-Corncola

Maria Kasoru

Metro

Walter School

city of Portland

Betty Schedeen

Metrio Councilor

Bebe Rucker

Malt. County

RC Blensho

0120T

Sarah Satazar

Port of Portland

Marty Nizlek

Wash Co.

THEY ALL BRING PAPER PLATES, FORKS, NAPKINS - Nancy

MARTINOTTI'S -- (menu: lasagne, salad (2 dress.), roll, & carrot cake)
\$3.25 for dinner plus two and one-half cakes at \$12.60
Need serv. pieces, plates, -- cake serves 16 ea.

DECEMBER 2 - JOINT JPACT/METRO COUNCIL BRIEFING ON RTP

Reservations - Dinner

JPACT: Lloyd Anderson - NO
✓ Ernie Bonner - Yes
✓ Bob Bothman - Yes
~~Don Clark (or)~~
✓ Dennis Buchanan - Yes
✓ Larry Cole - ~~NO~~ YES
Ed Ferguson - NO
✓ Jim Fisher - Unsure Yes
✓ John Frewing - Yes
~~Robin Lindquist - Yes~~
✓ Al Myers - Yes
✓ Dick Pokornowski - ~~Yes~~ canceled
✓ Mildred Schwab - Yes
Robert Schumacher - NO
✓ Vern Veysey - Yes
✓ Charlie Williamson - Yes
✓ Bill Young - Yes

COUNCIL: ✓ Bob Oleson - Yes
✓ Corky Kirkpatrick - Yes
✓ Betty Schedeen - Yes
✓ Marge Kafoury - Yes.
✓ Jack Deines - Yes.
✓ Mike Burton - Yes
✓ Bruce Etlinger - Yes
✓ Cindy Banzer - Yes
✓ Jane Rhodes - Yes
Craig Berkman - NO

STAFF: ✓ Rick Gustafson - Yes
✓ Andy Jordan - tentative YES
✓ Peg Henwood - Yes
✓ Andy Cotugno - Yes
✓ Terry Bolstad - Yes
✓ Lois Kaplan - Yes
✓ Keith Lawton - Yes
✓ Dick Walker - Yes
✓ Bob Hart - Yes
~~Ned Miller - Yes~~
~~John Cullerton - ?~~
~~Jeff Booth - Yes~~
✓ James Giesecking - Yes
✓ Bob Haas - Yes
✓ Rod Sandoz - Yes
✓ Dick Bolen - Yes
✓ Richard Brandman - Yes
Audrey Lloyd - Yes
✓ Dave Kline - Yes
✓ Clyde Scott - Yes
✓ John Cullerton - Yes

OTHER: ✓ Ted Spence - Yes
STAFF: ✓ Gil Mallery - Yes
✓ Winston Kurth - Yes
✓ Bob Blensly - Yes (Salem-ODO)
✓ Dick Feeney - Yes
✓ Bebe Rucker - Yes
✓ Paul Bay - Yes
✓ Marty Nizlet or Larry Rice - Yes
✓ Sarah Salazar - Yes
✓ Steve Dotterer - Yes

No Reserv.
✓ John Price
✓ Dan LaGrande
M. Ogan

~~Jane~~
✓ Jane Cease

A G E N D A M A N A G E M E N T S U M M A R Y

TO: JPACT
FROM: Executive Officer
SUBJECT: Authorizing Adjustments in the Transportation Improvement Program (TIP) to the Interstate Transfer Program and Project Authorizations

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution which authorizes adjustments in the TIP to the Interstate Transfer Program and project authorizations based on findings and recommendations set forth in Staff Report #77.
- B. POLICY IMPACT: This action will remedy deficiencies in documentation and project authorizations in the
- Relationship between FAU/FAP replacement funding and the City of Portland Reserve.
 - Lack of escalation to Westside I-505 repayment funds.
 - Incorrect funding authorization for the "I-505 Alternative" project.
 - Inconsistent escalation of Mt. Hood and I-505 Metro funds.
 - Lack of specificity of the cost management system with respect to ODOT and Tri-Met authorization to transfer funding between projects.
- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments.

II. ANALYSIS:

- A. BACKGROUND: A review of the history of the Mt. Hood and I-505 transfer programs has disclosed the need to clarify and strengthen documentation and project authorizations. Most of the problems occurred during the December 1978 - December 1979 period, when the I-505 withdrawal was in progress. The problems are mainly the result of misinterpretations of CRAG/Metro resolutions in the sequence of funding authorizations and/or a lack of clarity on how funds were to be authorized. They generally affect the baseline authorization of I-505 funds to the various categories and projects.

The findings and recommendations for corrective action are documented in Staff Report #77. The impact they will have on the I-505 portion of the Interstate Transfer Program and the adopted Transportation Improvement Program (TIP) can be summarized as follows:

Category/Description	Proposed TIP	Current TIP	Adjustments
	I-505 Base (12/31/80 \$)	I-505 Base (12/31/80 \$)	Needed to TIP Base (12/31/80 \$)
A. I-505 Freeway Alternatives	\$25,466,975	\$24,843,118	+623,857
B. Transportation Improvements NW Portland	14,436,430	14,608,971	-172,541
C. Banfield Transitway	16,657,420	16,856,505	-199,085
D. Regional Highway Projects	23,320,837	23,599,106	-278,719
E. FAU/FAP Replacement Projects	20,421,223 2,372,790	20,421,223 4,406,337	0 -2,033,547
F. Regional Transit/Highway Projects - (Portland Reserve)	39,393,685	39,613,550	-219,865
G. Westside Repayment	16,449,724	14,253,973	+2,195,751
H. Metro Planning	724,224 84,149	724,224 0	0 +84,149
Total	\$159,327,007	\$159,327,007	0

Staff Report #77 also recommends a minor adjustment to the Mt. Hood Program consisting of establishing a Category IX for Metro planning and a regional reserve. Currently, \$1,316,575 is carried in Category I for Metro planning; it is proposed that this amount be transferred to Category IX with \$1,075,776 for Metro planning and \$240,981 for a regional reserve with future escalation of the combined amounts accruing to the regional reserve.

- B. ALTERNATIVES CONSIDERED: To not correct the noted deficiencies would result in perpetuation of the problems and in not properly carrying out previous Council actions.
- C. CONCLUSION: Metro staff recommends adoption of the Resolution authorizing corrective action to the Interstate Transfer Program.

BP/srb
4863B/283
01/05/82

FOR THE PURPOSE OF AUTHORIZING)
ADJUSTMENTS IN THE TRANSPORTATION)
IMPROVEMENT PROGRAM (TIP) TO THE)
INTERSTATE TRANSFER PROGRAM AND)
PROJECT AUTHORIZATIONS)

WHEREAS, The Mt. Hood Freeway and I-505 Freeway were formally withdrawn from the Interstate System in May 1976 and December 1979, respectively; and

WHEREAS, Over time policies and procedures evolved and were approved by Council actions to equitably categorize and distribute the funds under the Interstate Transfer Program; and

WHEREAS, Metro staff has reviewed the Interstate Transfer Program to determine if it is currently consistent with approved policies and procedures; and

WHEREAS, This review has revealed the need to clarify and strengthen documentation and project authorizations occurring in the December 1978 to December 1979 period when the I-505 withdrawal was in progress; now, therefore,

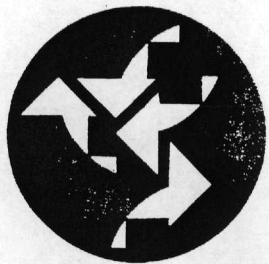
BE IT RESOLVED,

1. That the Metro Council approves the findings and recommendations set forth in Exhibit 'A', Staff Report #77.

2. That Metro staff is authorized to undertake adjustments to the Interstate Transfer Program to comply with the recommendations.

3. That the Transportation Improvement Program (TIP) be amended to reflect the recommendations.

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01/05/82



REVISED

STAFF REPORT No. 77

Date: JANUARY 7, 1982

Title: ANALYSIS, RECOMMENDATIONS, AND EFFECT
ON THE ADOPTED TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) OF ADJUSTMENTS TO THE
INTERSTATE TRANSFER PROGRAM

Transportation Department
Metropolitan Service District

STAFF REPORT NO. 77

Analysis, Recommendations, and Effect on the Adopted Transportation Improvement Program (TIP) of Adjustments to the Interstate Transfer Program

I. BACKGROUND:

A review of the history of the Mt. Hood and I-505 transfer programs has disclosed several gaps in documentation and inconsistencies in project authorizations. Most of the problems occurred during the December 1978 - December 1979 period, when the I-505 withdrawal was in progress. The problems are mainly the result of misinterpretations of CRAG/Metro resolutions in the sequence of funding authorizations and/or a lack of clarity on how funds were to be authorized. They generally affect the base line authorization of I-505 funds to the various categories and projects.

Five basic problems were uncovered and consisted of:

- Relationship between FAU/FAP replacement funding and the City of Portland Reserve.
- Lack of escalation to Westside I-505 repayment funds.
- Incorrect funding authorization for the I-505 Alternative project.
- Inconsistent escalation of Mt. Hood and I-505 Metro system planning funds.
- Lack of specificity of the cost management system with respect to ODOT and Tri-Met authorization to transfer funding between projects.

II. PROBLEM 1: Relationship between FAU/FAP replacement funding and the City of Portland Reserve.

ANALYSIS:

CRAG Resolution BD 781213 allocated the I-505 withdrawal funds including the following two categories:

- Category E - FAU/FAP Replacement - \$20 million; and
- Category F - Portland Reserve - \$50 million.

In addition, the resolution established the intent that "the full amount of FAU and FAP funding that was transferred out of this metropolitan area (\$34,526,000) would be replaced with I-505 withdrawal funding with the assumption that the \$20 million allocation would escalate to \$34,526,000 over the

life of the program. This intent was provided through a guarantee that if the \$20 million allocated to Category E did not escalate to the full replacement amount of \$34,526,000, the shortage would be made up by reducing Category F - Portland Reserve.

This relationship could be administered in one of two ways and the CRAG resolution was not clear in which way to follow:

- A. The \$20 million FAU/FAP allocation could be allowed to escalate with the National Construction Cost Index with an adjustment at the end of the Interstate Transfer program to correct any discrepancy between the actual escalated value and the commitment to \$34,526,000; or
- B. A transfer of \$14,526,000 from Category F - Portland Reserve to Category E - FAU/FAP Replacement could take place at the beginning of the Interstate Transfer program, thereby providing the assured \$34,526,000 allocation. Under this method, the \$34,526,000 FAU/FAP allocation would be frozen and future escalation with the National Construction Cost Index would be accrued to the Portland Reserve.

RECOMMENDATION:

Endorse Option B as the technique to administer the intent of the resolution.

EFFECT ON ADOPTED TIP:

None--this has been the technique employed by CRAG/Metro staff since adoption of the resolution.

- III. A. PROBLEM 2: Lack of escalation to I-505 funds allocated to Westside Corridor.

ANALYSIS:

Metro Resolution No. 79-24 authorized the use of \$14 million of Westside Corridor Mt. Hood withdrawal funds to be "borrowed" for use on FAU/FAP replacement projects that would have otherwise been built with I-505 funds. This was adopted to allow these projects to proceed in advance of final federal approval of the I-505 withdrawal. Under the provisions of this resolution, the Westside Corridor should have been allocated \$14 million of I-505 funds plus any escalation that would have accrued with the Construction Cost Index. Similarly, the \$14 million of Mt. Hood funds authorized for FAU/FAP projects would have been a fixed allocation with escalation accruing to the Portland Reserve (per the method described under Problem 1). In actual administration of the resolution, the Mt. Hood FAU/FAP escalation was

accrued to the Portland Reserve but the I-505 Westside Corridor escalation was also accrued to the Portland Reserve rather than accruing to the Westside Corridor.

RECOMMENDATION:

Endorse an adjustment to project authorizations as presented in the adopted TIP to accrue Westside Corridor I-505 escalation to the Westside Corridor.

B. PROBLEM 3: Funding Estimate for the I-505 Alternative project.

ANALYSIS:

The original resolution which distributed I-505 transfer funds (#781213) authorized \$46 million in federal funds for the construction of the I-505 alternative. This included construction of the ramps to the Fremont Bridge, now known as the I-405 extension. The Portland City Council conditioned its request for transfer on the "region reserving ample funds to complete the final plans (the alternative to I-505), including all cost escalation." It was subsequently decided that the bridge ramps of I-405 extension should be constructed with Interstate funding. Accordingly, that portion was never withdrawn from the Interstate system.

In June 1979, ODOT submitted a revised cost of the alternative to I-505 to the TIP. ODOT, however, showed the federal cost of the Interstate Transfer funded I-505 Alternative of \$22,108,000 instead of \$22,933,000, or more than \$800,000 short.

RECOMMENDATION:

Endorsement of the TIP baseline for the I-505 program to be increased to show a balance of \$22,933,000 in Category A (I-505 Alternative) to reflect the correct June 30, 1979 cost estimate, with the necessary funds made up by proration of the unobligated balances in Categories B through F. Further, endorsement of the following commitment:

I-505 COMMITMENT

In accordance with the City of Portland's condition that ample funds be available for the I-505 Alternative, should the cost of the I-505 Alternative exceed the current TIP authorized amount of \$25,466,975 (subject to future adjustments by the Composite Construction Cost Index) and such cost increases are not attributed to changes in the original design, then it is the intention to fully implement the I-505 Alternative using funds from other projects in the I-505 Interstate Transfer Program.

However, in accordance with the Oregon Transportation Commission's conditions, this intent to fully fund the I-505 Alternative will not jeopardize the viability of Highway 217/Sunset, 190th/Powell and Highway 212 projects. If cost increases to the I-505 Alternative are attributed to changes in the original design, then revisions to the TIP authorization will be subject to review by the Joint Policy Advisory Committee on Transportation.

EFFECT ON ADOPTED TIP:

Category/Description		Escalation of Baseline Through 12/31/80	Current TIP Base for 12/31/80	Adjustments Needed to TIP Base 12/21/80
A.	I-505 Freeway Alternatives	\$25,466,975	\$24,843,118	+623,857
B.	Transportation Improvements NW Portland	14,436,430	14,608,971	-172,541
C.	Banfield Transitway	16,657,420	16,856,505	-199,085
D.	Regional Highway Projects	23,320,387	23,599,106	-278,719
E.	FAU/FAP Replacement Projects	20,421,223 2,372,790	20,421,223 4,406,337	0 -2,033,547
F.	Regional Transit/Highway Projects - (Portland Reserve)	39,393,685	39,613,550	-219,865
G.	Westside Repayment	16,449,724	14,253,973	+2,195,751
H.	Metro Planning	724,224 84,149	724,224 0	0 +84,149
Total		\$159,327,007	\$159,327,007	0

- C. PROBLEM 4: Inconsistent escalation of Mt. Hood and I-505 Metro System Planning funds.

ANALYSIS:

In November 1979, the region received notification that UMTA would allow the expenditure of transfer funds for Metro systems planning at the maximum rate of \$300,000 per year. Board resolution #790193 established a \$1.8 million fund for Metro systems planning. Although the resolution and minutes of the meeting make no mention of the source of the authority for this funding, the intent of the allocation was that it be drawn equally from all unobligated Mt. Hood funds, and all I-505 authorizations. The

TIP was adjusted by Metro staff accordingly.

When the amount was originally calculated, \$165 million was used as the authorization level for I-505 and \$252.3 million was used as the total of Mt. Hood authorizations. This, then, translated into an I-505 share of \$724,224 and a Mt. Hood share of \$1,075,776.

The authorizations were placed in I-505 Category E - FAU/FAP Replacement with all escalation credited to the City of Portland and in Mt. Hood Category A - Regional Transitways, which retained its escalation. Because the UMTA and the board set a funding level at \$300,000 per year, the funds set aside for Metro systems planning should not be allowed to escalate or de-escalate. Considering the source of the authority, any growth in the original \$1.8 million or its remainder after obligations should be credited to the region as a whole.

RECOMMENDATION:

Formally approve the apportionment of the \$1.8 million between the Mt. Hood and I-505 programs. This would avoid re-calculating the entire Mt. Hood program, project by project. It would also document the source of authorization. The \$724,224 should be drawn proportionately from I-505 Categories A through G and deposited in Category H - Metro Planning. Any escalation or de-escalation should go to or come from a regional reserve carried in Category H. If this had been established at the time, \$86,138 of escalation since that time would have accrued to a "Regional Reserve" rather than to the Portland Reserve. A similar Category IX should be established for the \$1,075,776 drawn from the Mt. Hood program for Metro Planning. This latter amount has escalated to \$1,316,575 as of December 30, 1980, and the difference of \$240,981 should be applied to a Category IX Regional Reserve.

EFFECT ON ADOPTED TIP:

Additional categories noted above to accommodate Metro Planning and appropriate reserves (see III B., Problem 3).

- IV. PROBLEM 5: Lack of specificity of the cost management system with respect to ODOT and Tri-Met as sponsoring jurisdictions.

ANALYSIS:

The same resolution which established the Metro Systems Planning fund (#790103) also established a process for managing the Interstate Transfer accounts. This process gives added flexibility to jurisdictions sponsoring projects by allowing jurisdictions to fund cost increases on a "priority committed

project" by transferring funds from other committed projects it sponsors within the same county. Once it has reviewed the request, Metro staff is allowed to handle the shift of funds between projects administratively. The management process also allows excess funds resulting from project under-runs to be shifted to a regional reserve or "at the discretion of the sponsoring jurisdiction, to another committed project in the same county."

RECOMMENDATION:

The cost management system should be further defined to specify ODOT and Tri-Met as project sponsors having the ability to shift funds between projects in accordance with the adopted cost overrun process. Under such a condition, ODOT or Tri-Met would submit to Metro a request to transfer funds along with a technical justification for the transfer including a statement of the viability of the project from which funds are being transferred. Metro staff would administratively adjust the funding authorization of the affected projects.

An additional change to the Cost Management System is recommended to deal with excess funds resulting from cost underruns. These funds should be distributed as follows:

- Excess Interstate Transfer authorization resulting from cost underruns for the Banfield, I-505 Alternative, McLoughlin Blvd., Westside Corridor and Powell Blvd. projects would be added to a Regional Reserve to fund cost overruns on the other projects in this category. However, any surplus funds (from underruns) desired for retention on one of the above projects or the use of any Regional Reserve funding for a revised project scope is subject to review by JPACT.
- All other excess authorization resulting from cost underruns would be available to the sponsoring jurisdiction to fund other projects and reserves already in the Interstate Transfer program in accordance with the adopted Cost Overrun Process.

This recommendation does not affect previously committed project transfers. The following transferred authorizations (in December 31, 1980 dollars except as noted) should be returned to the original project in the event the recipient project is completed with excess authorization:

Hwy. 217/Sunset	-\$105,145
Oswego Cr. Br.	105,145
Hwy. 217/Sunset	-27,163
Oswego Cr. Br.	27,163

SW Barnes Rd.	-300,000
Nyberg Rd.	300,000
72nd Ave.	-48,305
Hwy. 212	48,305
72nd Ave.	-44,081
OC Bypass	44,081
Oswego Cr. Br.	-385,330
Hwy. 212	385,330
Hwy. 212 East	-5,661,268
(in September 30, 1980 dollars)	
Banfield	2,374,809
OC Bypass	1,358,391
Hwy. 212	406,567
Oswego Cr. Br.	289,727
Boones Fy. Rd.	415,774
MCL Blvd. Res.	816,000

EFFECT ON ADOPTED TIP:

None.

V. SUMMARY OF THE I-505 BASELINE:

A recalculation of the I-505 baseline appears as Attachment B. While several interpretations are possible, this one presents the sequence of adjustments made in accordance with the recommendations presented in this report. The recalculated baseline is in chronological order of events depicting the original estimate of \$165,000,000 and proposed adjustments necessary to comply with the intent of Resolution #781213. Other adjustments, noted in this report, lead up to a finalized baseline as of December 31, 1979. This baseline is then escalated through December 31, 1980 and compared to the adopted TIP which contains project authorizations in December 31, 1980 dollars. Any differences are identified as adjustments to the TIP adopted in September 1980 (in 12/31/80 dollars) to bring it into compliance with the recommended baseline.

AC/1e
4819B/220

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
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ATTACHMENT A

TO

STAFF REPORT 77

PHASE4

CATEGORY REPORT WITH FY82 UPDATES

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OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED
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ADJUSTMENT	BALANCE
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MT HOOD CATEGORY I-REGIONAL TRANSITWAYS-CONTINUED

223 51 METRO SYSTEMS PLANNING

PE	300,006	0	0	0	0	0	0	300,006
RESRV	0	132,078	243,068	243,068	287,547	110,990	0	1,016,751
TOTAL	300,006	132,078	243,068	243,068	287,547	110,990	0	1,316,757

-1,316,757

224 51 PE/AIR QUALITY MONITORING-MCLOUGHLIN CORRIDOR

PE	17,000	0	0	0	0	0	0	17,000
RESRV	0	0	0	0	0	0	8,040	8,040
TOTAL	17,000	0	0	0	0	0	8,040	25,040

225 51 WESTSIDE TRANSITWAY-PHASE II/DEIS STUDY-279003

PE	2,117,766	0	0	0	0	0	0	2,117,766
RESRV	0	0	0	0	0	0	554,842	554,842
TOTAL	2,117,766	0	0	0	0	0	554,842	2,672,608

226 51 DEVELOPMENT OF TIGARD TRANSIT CENTER

R/W	0	0	480,000	0	0	0	0	480,000
CONST	0	0	322,378	0	0	0	0	322,378
TOTAL	0	0	802,378	0	0	0	0	802,378

227 51 CORNELL ROAD RECONSTRUCTION-E MAIN TO FLAM YOUNG PARKWAY

PE	0	153,000	0	0	0	0	0	153,000
R/W	0	0	200,000	0	0	0	0	200,000
CONST	0	0	0	1,546,078	0	0	0	1,546,078
TOTAL	0	153,000	200,000	1,546,078	0	0	0	1,899,078

228 51 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217

PE	53,091	0	0	0	0	0	0	53,091
R/W	0	660,025	383,350	0	0	0	0	1,043,375
CONST	0	0	1,073,229	0	0	0	0	1,073,229
TOTAL	53,091	660,025	1,456,579	0	0	0	0	2,169,695

229 51 HWY43(STATE ST CORRIDOR)TSM-TERWILLIGER TO LADD

PE	25,548	17,000	25,000	0	0	0	0	67,548
R/W	53,550	0	0	284,836	0	0	0	338,386
CONST	0	0	0	0	0	0	0	0
TOTAL	79,098	17,000	25,000	284,836	0	0	0	405,934

230 51 BEAVERTON HILLSDALE HWY SIGNAL INTERIE-LOMBARD TO SW 91ST AVE

PE	0	10,000	0	0	0	0	0	10,000
CONST	0	0	91,720	0	0	0	0	91,720
TOTAL	0	10,000	91,720	0	0	0	0	101,720

PHASE 1
 CATEGORY REPORT WITH FY82 UPDATES
 OBLIGATED 1981 1982 1983 1984 1985 POST 1985 AUTHORIZED
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CATEGORY REPORT WITH FY82 UPDATES		OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	ADJUSTMENT	6 MONTH
MT HOOD CATEGORY I-REGIONAL TRANSITWAYS-CONTINUED											
259	51 SW BARNES ROAD HIGHWAY 212 TO SW 84TH-PHASE 1									PROJECT ADJUSTED 08/26	
CONST		0	0	0	1,397,000	0	0	0	1,397,000		
260 51 MILWAUKIE TRANSIT CENTER SIGNALS											
FE		0	0	10,000	0	0	0	0	10,000	PROJECT ADJUSTED 08/22	
TOTAL MT HOOD CATEGORY I-REGIONAL TRANSITWAYS											
FE	10,035,033	6,826,434	2,138,500	4,751,836	150,450	30,000	0	23,932,253			
R/W	9,902,550	10,916,058	9,247,602	2,014,336	1,312,000	0	0	33,392,546			
CONST	0	12,064,262	56,524,722	22,327,645	1,854,000	19,965,479	146,525	112,882,657			
LAF	0	0	0	847,280	0	0	0	847,280			
OPRTC	0	0	72,346	72,346	72,346	72,346	72,344	361,728			
RESRV	0	132,078	5,243,068	15,243,068	15,287,547	15,110,990	8,179,229	59,195,979			
TOTAL	19,937,583	29,938,832	73,226,242	45,256,511	18,676,343	35,178,835	8,398,098	230,612,443	-1,316,757	129,295,686	

MT HOOD CATEGORY IX - METRO PLANNING AND RESERVE

NEW METRO SYSTEMS PLANNING

1,075,776 1,075,776

NEW REGION RESERVE

240,981 240,981

TOTAL CATEGORY IX

1,316,757 1,316,757

METROPOLITAN SERVICE DISTRICT
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PHASE 4
CATEGORY REPORT WITH FY82 UPDATES
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1505 CATEGORY A-1505 FREEWAY ALTERNATIVES

21 RECONSTRUCTION OF YEON/VAUGHN/NICOLA/WARDWAY AND ST HELENS RD

PROJECT ADJUSTED 08/26

FE	0	739,500	0	0	0	0	0	739,500
R/W	0	0	2,350,250	0	0	0	0	2,350,250
CONST	0	0	5,144,200	15,002,500	0	0	0	20,146,700
RESRV	0	0	0	0	0	0	1,606,668	1,606,668
TOTAL	0	739,500	7,494,450	15,002,500	0	0	1,606,668	24,843,118

TOTAL 1505 CATEGORY A-1505 FREEWAY ALTERNATIVES

FE	0	739,500	0	0	0	0	0	739,500
R/W	0	0	2,350,250	0	0	0	0	2,350,250
CONST	0	0	5,144,200	15,002,500	0	0	0	20,146,700
RESRV	0	0	0	0	0	0	1,606,668	1,606,668
TOTAL	0	739,500	7,494,450	15,002,500	0	0	1,606,668	24,843,118

ADJUSTMENT

BALANCE

+623,857 23,466,91

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CATEGORY REPORT WITH FY82 UPDATES

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	ADJUSTMENT	BALANCE
1505 CATEGORY B TRANSPORTATION IMPROVEMENTS-NORTHWEST PORTLAND										
370 72 ST HELENS ROAD RECONSTRUCTION WEST CITY LIMITS TO NW KITTRIDGE A								PROJECT ADJUSTED 08/26		
FE	0	221,468	0	0	0	0	0	0	221,468	
R/W	0	0	1,751,680	0	0	0	0	0	1,751,680	
CONST	0	0	0	1,493,019	0	0	0	0	1,493,019	
TOTAL	0	221,468	1,751,680	1,493,019	0	0	0	0	3,466,167	-40,938 3,425,229
371 72 TRANSPORTATION IMPROVEMENTS IN NORTHWEST PORTLAND								PROJECT ADJUSTED 09/10		
FE	0	26,469	138,000	0	0	0	0	0	164,469	
R/W	0	0	20,000	0	0	0	0	0	20,000	
CONST	0	0	294,000	0	0	0	0	0	294,000	
RESRV	0	0	0	0	0	0	4,791,782	4,791,782		
TOTAL	0	26,469	452,000	0	0	0	4,791,782	5,270,251	-62,245 5,208,006	
372 72 W BURNSIDE ROAD/TICHERN DRIVE INTERSECTION IMPROVEMENT								PROJECT ADJUSTED 07/29		
FE	0	20,825	0	0	0	0	0	0	20,825	
R/W	0	106,250	0	0	0	0	0	0	106,250	
CONST	0	0	292,830	0	0	0	0	0	292,830	
TOTAL	0	127,075	292,830	0	0	0	0	419,905	-4960 414,945	
373 72 NORTHWEST PORTLAND TRANSPORTATION STUDY								PROJECT ADJUSTED 08/29		
FE	0	25,500	0	0	0	0	0	0	25,500	-301 25,199
374 72 NW FRONT AVENUE RECONSTRUCTION-NW GLISAN TO NW 26TH AVE								PROJECT ADJUSTED 09/10		
FE	0	170,000	0	0	0	0	0	0	170,000	
R/W	0	0	0	0	0	0	0	0	0	
CONST	0	0	3,016,000	2,090,148	0	0	0	5,106,148		
TOTAL	0	170,000	3,016,000	2,090,148	0	0	0	5,276,148	-62,315 5,213,833	
375 72 WEST BURNSIDE TSM								PROJECT ADJUSTED 08/29		
FE	0	0	7,000	0	0	0	0	0	7,000	
CONST	0	0	59,000	0	0	0	0	0	59,000	
TOTAL	0	0	66,000	0	0	0	0	66,000	-779 65,221	
376 72 NORTHWEST RIDESHARE								PROJECT ADJUSTED 08/29		
FE	0	0	9,000	0	0	0	0	0	9,000	
CONST	0	0	76,000	0	0	0	0	0	76,000	
TOTAL	0	0	85,000	0	0	0	0	85,000	-1,003 83,997	
TOTAL 1505 CATEGORY B-TRANSPORTATION IMPROVEMENTS-NORTHWEST PORTLAND										
FE	0	464,262	154,000	0	0	0	0	0	618,262	
R/W	0	106,250	1,771,680	0	0	0	0	0	1,877,930	
CONST	0	0	3,737,830	3,583,167	0	0	0	7,320,997		
RESRV	0	0	0	0	0	0	4,791,782	4,791,782		
TOTAL	0	570,512	5,663,510	3,583,167	0	0	4,791,782	14,608,971	-172,541 14,436,430	

NEW ORLEANS AIRPORT
 TRAPSHOOTING FACILITY PROJECT
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PHASE 1
 CATEGORY REPORT WITH FISCAL YEAR 1981
 OBLIGATED

DEDICATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	ADJUSTMENT <i>Balance</i>		
1505 CATEGORY C-ALLOCATION TO THE BANFIELD TRANSITWAY										
377 23 BANFIELD TRANSITWAY ALLOCATION										
CONST	0	0	15,272,803	0	0	0	PROJECT ADJUSTED 08/27 0 15,272,803	-180,381	15,092,422	
378 23 BANFIELD LRT STATION AREA PLANNING PROGRAM										
FE	0	1,028,069	536,158	0	0	0	PROJECT ADJUSTED 09/02 0 1,564,227			
RESRV	0	0	0	0	0	0	19,475 19,475			
TOTAL	0	1,028,069	536,158	0	0	0	19,475 1,583,702	-18,704	1,564,998	
TOTAL 1505 CATEGORY C-ALLOCATION TO THE BANFIELD TRANSITWAY										
FE	0	1,028,069	536,158	0	0	0	0 1,564,227			
CONST	0	0	15,272,803	0	0	0	0 15,272,803			
RESRV	0	0	0	0	0	0	19,475 19,475			
TOTAL	0	1,028,069	15,808,961	0	0	0	19,475 16,856,505	-199,085	16,657,420	

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PHASE 1
 CATEGORY REPORT WITH FY82 UPDATES
 ORIGINATED 1981

	1982	1983	1984	1985	POST 1985	AUTHORIZED	ADJUSTMENT	BMMARE
1505 CATEGORY D REGIONAL HIGHWAY PROJECTS								
329 74 HIGHWAY 212 AND SUNSET HIGHWAY INTERCHANGE						PROJECT ADJUSTED 08/26		
PE	0	0	0	0	0	0	0	
R/W	0	969,746	0	0	0	969,746		
CONST	0	3,600,000	8,317,000	0	0	11,917,000		
RESRV	0	0	0	0	0	1,341,219	1,341,219	
TOTAL	0	4,569,746	8,317,000	0	0	14,227,965	-168,042	14,059,923
380 74 POWELL AND 190TH INTERSECTION IMPROVEMENT						PROJECT ADJUSTED 08/26		
PE	0	153,340	10,455	0	0	163,795		
R/W	0	0	544,000	0	0	544,000		
CONST	0	0	1,727,033	0	0	1,727,033		
RESRV	0	0	0	0	0	0		
TOTAL	0	153,340	554,455	1,727,033	0	2,434,828	-28,756	2,406,072
381 74 HIGHWAY 212 IMPROVEMENTS (1205 EAST TO HIGHWAY 224)						PROJECT ADJUSTED 08/29		
R/W	0	2,134,946	0	0	0	2,134,946		
CONST	0	0	4,682,574	0	0	4,682,574		
TOTAL	0	2,134,946	4,682,574	0	0	6,817,520	-80,519	6,737,001
382 74 OSWEGO CREEK BRIDGE(OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY						PROJECT ADJUSTED 06/04		
PE	0	18,829	0	0	0	18,829		
R/W	0	18,607	0	0	0	18,607		
CONST	0	67,709	0	0	0	67,709		
TOTAL	0	105,145	0	0	0	105,145	-1,241	103,904
383 74 OSWEGO HIGHWAY(OR43) AT CEDAR OAKS-LEFT TURN REFUGES						PROJECT ADJUSTED 08/26		
RESRV	0	0	0	0	0	13,648	13,648	-161
								13,487
TOTAL 1505 CATEGORY D-REGIONAL HIGHWAY PROJECTS								
PE	0	172,169	10,455	0	0	182,624		
R/W	0	2,153,553	1,513,746	0	0	3,667,299		
CONST	0	67,709	8,282,574	10,044,033	0	18,394,316		
RESRV	0	0	0	0	0	1,354,867	1,354,867	
TOTAL	0	2,393,431	9,806,775	10,044,033	0	23,599,106	-278,719	23,320,387

METROPOLITAN SERVICE DISTRICT
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PHASE 4

CATEGORY REPORT WITH FY82 UPDATES

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OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	ADJUSTMENT	BALANCE
1505 CATEGORY E-FAU AND FAP REPLACEMENT FUND PROJECTS									
384 75 N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE									
CONST	0	0	3,473,694	0	0	0	3,473,694	0	NC
PROJECT ADJUSTED 08/29									
385 75 BURNSIDE ST-STARK TO 223RD AVE									
R/W	0	0	200,000	0	0	0	200,000		
CONST	0	0	1,169,795	0	0	0	1,169,795		
TOTAL	0	0	1,369,795	0	0	0	1,369,795	0	NC
PROJECT ADJUSTED 08/29									
386 75 SUNKYSIDE ROAD-STEVENSON ROAD TO 122ND									
R/W	0	148,750	0	0	0	0	148,750		
CONST	0	0	0	654,500	0	0	654,500		
RESRV	0	0	0	0	0	50,628	50,628		
TOTAL	0	148,750	0	654,500	0	50,628	853,878	0	NC
PROJECT ADJUSTED 08/26									
387 75 SW NYBERG ROAD-SW 89TH AVE TO IS-UNIT #2									
R/W	0	0	0	0	0	0	0		
CONST	0	1,561,844	0	0	0	0	1,561,844		
TOTAL	0	1,561,844	0	0	0	0	1,561,844	0	NC
PROJECT ADJUSTED 08/26									
388 75 NW 185TH-WALKER ROAD TO SUNSET HIGHWAY-PHASE I									
CONST	0	844,736	0	0	0	0	844,736	0	NC
PROJECT ADJUSTED 08/26									
389 75 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I									
R/W	0	0	210,400	0	0	0	210,400		
CONST	0	0	0	265,001	0	0	265,001		
TOTAL	0	0	210,400	265,001	0	0	475,401	0	NC
PROJECT ADJUSTED 08/26									
390 75 OSWEGO CREEK BRIDGE(OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY									
PE	0	44,156	0	0	0	0	44,156		
R/W	0	34,943	0	0	0	0	34,943		
CONST	0	1,756,457	0	0	0	0	1,756,457		
TOTAL	0	1,835,556	0	0	0	0	1,835,556	0	NC
PROJECT ADJUSTED 02/13									
391 75 BEAVERTON TUALATIN HIGHWAY--FANNO CREEK BRIDGE WIDENING									
PE	0	14,188	0	0	0	0	14,188		
CONST	0	79,671	0	0	0	0	79,671		
TOTAL	0	93,859	0	0	0	0	93,859	0	NC
PROJECT ADJUSTED 08/26									
392 75 OSWEGO HIGHWAY(OR43) AT CEDAR OAKS-LEFT TURN REFUGES									
PE	0	0	0	0	0	0	0		
CONST	0	34,437	0	0	0	0	34,437		
RESRV	0	0	0	0	0	3,468	3,468		
TOTAL	0	34,437	0	0	0	3,468	37,905	0	NC

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CATEGORY REPORT WITH FY82 UPDATES										17-Sep-81	PAGE 26
OBLIGATED		1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	ADJUSTMENT	BRANCH	
1500 CATEGORY I FAU AND FAP REPLACEMENT FUND PROJECTS-CONTINUED											
392 75 FM JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY							PROJECT ADJUSTED 08/22				
CONST	0	1,941,884	0	0	0	0	0	1,941,884	0	NC	
393 75 TRI-MET RIDESHARE PROGRAM											
OFFIC	0	219,645	0	0	0	0	0	219,645	0	NC	
395 75 REPAYMENT OF BORROWED WESTSIDE CORRIDOR FUNDS											
RESRV	0	0	0	0	0	0	14,253,973	14,253,973	-14,253,973	0	
396 75 FAU REPLACEMENT CONTINGENCY-1505-CITY OF PORTLAND							PROJECT ADJUSTED 08/29				
RESRV	0	0	0	0	0	0	400,341	400,341	0	NC	
397 75 RESERVE RESIDUAL-1505-CITY OF PORTLAND											
RESRV	0	0	0	0	0	0	297,256	297,256	0	NC	
398 75 NEIRO SYSTEMS PLANNING-1505							PROJECT ADJUSTED 09/02				
RESRV	0	95,733	56,932	56,932	12,453	189,010	240,914	651,974	-651,974	0	
399 75 TRINET RIDESHARE RESERVE											
RESRV	0	0	135,000	135,000	135,000	135,000	48,600	588,600	0	NC	
400 75 TRAFFIC SIGNAL REPLACEMENT-CITY OF PORTLAND							PROJECT ADJUSTED 08/29				
FE	0	0	0	0	0	0	0	0			
CONST	0	80,470	742,000	500,000	500,000	500,000	500,000	2,822,470			
TOTAL	0	80,470	742,000	500,000	500,000	500,000	500,000	2,822,470	0	NC	
401 75 15 NORTH RIDESHARE PROGRAM							PROJECT ADJUSTED 08/26				
FE	0	86,400	0	0	0	0	0	86,400	0	NC	
402 75 ARTERIAL STREET OVERLAY PROGRAM											
CONST	0	840,000	0	0	0	0	0	840,000	0	NC	
403 75 ARTERIAL STREET OVERLAY PROGRAM-PHASE II							PROJECT ADJUSTED 08/29				
FE	0	21,250	0	0	0	0	0	21,250			
CONST	0	702,400	0	508,850	0	0	0	1,211,250			
TOTAL	0	723,650	0	508,850	0	0	0	1,232,500	0	NC	
404 75 230TH AVE IMPROVEMENT-UP RRNG TO HALSEY ST							PROJECT ADJUSTED 11/04				
CONST	0	59,883	0	0	0	0	0	59,883	0	NC	
105 75 FAU REPLACEMENT RESERVE(1505)-REALLOCATED TO CITY OF PORTLAND							PROJECT ADJUSTED 09/01				
RESRV	0	0	0	0	0	0	94,652	94,652	0	NC	

FEDERAL HIGHWAY SERVICE DISTRICT I
 FEDERAL AID HIGHWAY IMPROVEMENT PROGRAM
 ANNUAL REPORT FOR QUARTER ENDING 31 DEC-80
 17-SEP-81

PAGE 27

PHASE I

CATEGORY REPORT MULTI YEAR UPDATES

OBLIGATION		1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	ADJUSTMENT	BALANCE
1985 CATEGORY E-FAU AND FAP REPLACEMENT FUND PROJECTS-CONTINUED										
106	75 WESTSIDE CORRIDOR RELATED HIGHWAY PROJECTS-FHWA FUNDED							PROJECT ADJUSTED 08/07		
FE	0	59,500	0	0	0	0	0	59,500	-59,500	0
107	75 PORTLAND/VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE							PROJECT ADJUSTED 05/07		
FE	0	12,750	0	0	0	0	0	12,750	-12,750	0
108	75 BELLWOOD BRIDGE WEST APPROACHES - CONSTRUCTION							PROJECT ADJUSTED 07/15		
CONST	0	31,112	0	0	0	0	0	31,112	0	NC
109	75 ARTERIAL STREET OVERLAY PROGRAM-PHASE III							PROJECT ADJUSTED 09/01		
FE	0	0	21,250	0	0	0	0	21,250		
CONST	0	0	1,213,750	726,150	1,235,000	1,235,000	1,235,000	5,644,900		
TOTAL	0	0	1,235,000	726,150	1,235,000	1,235,000	1,235,000	5,666,150	-2,033,547	9,632,603
TOTAL 1985 CATEGORY E-FAU AND FAP REPLACEMENT FUND PROJECTS										
FE	0	230,211	21,250	0	0	0	0	259,494		
R/W	0	183,693	410,400	0	0	0	0	594,093		
CONST	0	7,932,894	6,599,239	2,654,501	1,735,000	1,735,000	1,735,000	22,391,634		
OPRIG	0	219,645	0	0	0	0	0	219,645		
RESRV	0	95,733	191,932	191,932	147,453	324,010	15,389,831	16,340,891		
TOTAL	0	8,670,209	7,222,821	2,846,433	1,882,453	2,059,010	17,124,831	39,805,757	-17,011,744	22,794,013

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
QUARTERLY REPORT FOR QUARTER ENDING 31-DEC-80
17-Sep-81

PHASE 4
CATEGORY REPORT WITH FY82 UPDATES

PAGE 28

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	ADJUSTMENT	Banner
1505 CATEGORY F-REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS-CITY OF PORTLAND										
410 76 CITY OF PORTLAND REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS										
RESRV	0	0	0	0	0	0	PROJECT ADJUSTED 09/01 1,167,657	1,167,657	-219,865	947,792
411 76 TRIMET RIDESHARE RESERVE-CITY OF PORTLAND SHARE										
RESRV	0	0	122,339	122,339	122,339	122,339	PROJECT ADJUSTED 08/26 159,445	648,799	0	NC
412 76 MARINE DRIVE WIDENING TO FOUR LANES-15 TO RIVERGATE										
PE	0	0	0	150,000	0	0	PROJECT ADJUSTED 08/29 0	150,000		
R/W	0	0	0	0	400,000	0	0	400,000		
CONST	0	0	0	0	0	0	3,496,000	3,496,000	0	NC
TOTAL	0	0	0	150,000	400,000	0	3,496,000	4,046,000		
413 76 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES-NE 60TH AVE TO 1205										
PE	0	0	0	0	100,000	0	PROJECT ADJUSTED 08/29 0	100,000		
R/W	0	0	0	0	0	100,000	0	100,000		
CONST	0	0	0	0	0	0	1,345,000	1,345,000	0	NC
TOTAL	0	0	0	0	100,000	100,000	1,345,000	1,545,000		
414 76 NE LOMBARD/COLUMBIA BLVD CONNECTION VIA NE 60TH AVE										
PE	0	0	0	125,000	0	0	PROJECT ADJUSTED 09/01 0	125,000		
R/W	0	0	0	0	125,000	0	0	125,000		
CONST	0	0	0	0	0	2,743,000	0	2,743,000	0	NC
TOTAL	0	0	0	125,000	125,000	2,743,000	0	2,993,000		
415 76 COLUMBIA BLVD/COLUMBIA WAY/N PORTLAND RD INTERSECTION IMPRVMT										
PE	0	55,250	0	0	0	0	PROJECT ADJUSTED 08/29 0	55,250		
R/W	0	0	0	0	0	0	0	0		
CONST	0	190,000	0	0	0	0	0	190,000	0	NC
TOTAL	0	245,250	0	0	0	0	0	245,250		
416 76 HOLLYWOOD DISTRICT IMPROVEMENTS-NE SANDY BLVD-37TH TO 47TH										
PE	0	161,000	0	0	0	0	PROJECT ADJUSTED 09/10 0	161,000		
R/W	0	0	100,000	0	0	0	0	100,000		
CONST	0	0	0	1,907,400	0	0	0	1,907,400	0	NC
TOTAL	0	161,000	100,000	1,907,400	0	0	0	2,168,400		
417 76 COMMERCIAL ARTERIAL STREET LIGHT CONVERSION-CITY WIDE										
PE	0	67,150	0	0	0	0	PROJECT ADJUSTED 08/29 0	67,150		
CONST	0	1,088,000	0	0	0	0	0	1,088,000	0	NC
TOTAL	0	1,155,150	0	0	0	0	0	1,155,150		
418 76 POWELL BUTTE/MT SCOTT STUDY AREA-PROJECT DEVELOPMENT										
PE	0	29,750	0	0	0	0	PROJECT ADJUSTED 08/29 0	29,750	0	NC

1-1 (1:1, 5:1)

17-558-81

PAGE 29

1981	1982	1983	1984	1985	POST 1985	AUTHORIZED	ADJUSTMENT	Balance
1985 CATEGORY F-REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS-CITY OF PORTLAND-CONTINUED								
412 76 UNION AVENUE (OR99F)-WHEELER TO COLUMBIA BLVD-36							PROJECT ADJUSTED 09/01	
R/W	0	51,152	0	0	0	0	51,152	
CONST	0	2,897,317	0	0	0	0	2,897,317	NC
TOTAL	0	2,948,469	0	0	0	0	2,948,469	0
120 76 BEAVERTON HILLSDALE HWY(OR10) CAPITOL HWY TO SCHOLLS FY RD							PROJECT ADJUSTED 08/29	
R/W	0	0	340,000	0	0	0	340,000	
CONST	0	0	0	705,815	0	0	705,815	NC
TOTAL	0	0	340,000	705,815	0	0	1,045,815	0
421 76 15 NORTH RIDESHARE PROGRAM-CITY SHARE							PROJECT ADJUSTED 08/26	
FE	0	8,600	0	0	0	0	8,600	
OPRTG	0	0	74,446	0	0	0	74,446	NC
TOTAL	0	8,600	74,446	0	0	0	83,046	0
422 76 TERNILLIGER/BARBUR BLVD PE/RESERVE FOR R/W AND CONSTRUCTION							PROJECT ADJUSTED 08/29	
FE	0	55,003	250,000	0	0	0	305,003	
R/W	0	0	0	750,000	0	0	750,000	
CONST	0	0	0	5,900,000	650,000	2,695,000	9,245,000	NC
TOTAL	0	55,003	250,000	6,650,000	650,000	2,695,000	10,300,003	0
423 76 GOING STREET NOISE MITIGATION PROJECT							PROJECT ADJUSTED 08/29	
R/W	0	228,055	0	0	0	0	228,055	
CONST	0	0	850,000	0	0	0	850,000	NC
TOTAL	0	228,055	850,000	0	0	0	1,078,055	0
424 76 POWELL BLVD R/W & CONST-50TH AVE TO 1205-SECTION II							PROJECT ADJUSTED 08/29	
CONST	0	1,932,034	5,020,241	0	0	0	6,952,275	NC
425 76 PORTLAND/VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE							PROJECT ADJUSTED 05/07	
FE	0	59,500	0	0	0	0	59,500	NC
426 76 82ND AVE IMPROVEMENT PROGRAM-RUSSELL TO CRYSTAL SPRINGS BLVD							PROJECT ADJUSTED 08/29	
FE	0	0	81,000	14,000	0	0	95,000	
R/W	0	0	0	250,000	0	250,000	500,000	
CONST	0	0	246,000	0	427,000	0	1,100,000	NC
TOTAL	0	0	327,000	264,000	427,000	250,000	1,695,000	0
427 76 TRAFFIC SIGNAL IMPROVEMENT-CITY OF PORTLAND							PROJECT ADJUSTED 08/29	
CONST	0	84,691	0	0	140,691	452,000	677,382	NC
428 76 TRANSIT TRANSFER PROJECT							PROJECT ADJUSTED 08/29	
CONST	0	0	0	0	275,000	500,000	775,000	NC
TOTAL 1985 CATEGORY F-REGIONAL TRANSIT/HIGHWAY IMPROVEMENT PROJECTS-CITY OF PORTLAND								
FE	0	436,253	331,000	289,000	100,000	0	1,156,253	
R/W	0	279,207	440,000	1,000,000	525,000	350,000	2,594,207	
CONST	0	6,192,041	6,116,241	8,513,215	1,077,000	5,853,691	27,292,400	
OPRTG	0	0	74,446	0	0	0	74,446	
REGRV	0	0	122,339	122,339	122,339	122,339	1,816,456	
TOTAL	0	6,907,501	7,084,026	9,924,554	1,824,339	6,326,030	29,393,685	-219,865

GROUP	TOTAL	1970	1971	1972	1973	1974	1975	1976	1977
FF	14,142,375	8,227,384	3,419,363	5,115,836	390,450	45,000	0	33,585,411	
R/W	12,175,301	17,147,057	17,286,316	3,409,500	1,837,000	450,000	0	59,905,193	
CONST	32,812,000	12,343,000	112,112,822	63,718,580	9,482,505	28,040,429	8,236,525	301,627,911	
CAP	0	0	0	1,694,561	0	0	0	1,694,561	
OPRTG	0	219,645	146,792	72,346	72,346	72,346	72,344	655,819	
RESRV	0	227,811	5,557,339	15,557,339	15,557,338	15,717,339	36,918,823	89,535,988	
OTHER	0	-35,578	0	0	0	0	0	-35,578	
TOTAL	75,176,698	58,465,295	143,859,636	92,568,161	27,346,639	44,325,184	45,227,692	486,969,305	

ARTISTHENT Balance

-0- 486,969,305

TOTAL CATEGORY 5

16,449,724	16,449,724
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16,449,724	16,449,724
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TOTAL CATEGORY H

$$\begin{array}{r} 651,974 \\ 59,500 \\ 12,750 \end{array} \left. \vphantom{\begin{array}{r} 651,974 \\ 59,500 \\ 12,750 \end{array}} \right\} 724,224$$

84,149	84,149
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808,373	808,373
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ADJUSTMENT RISK

0.	*
0.	*
623857.	+
172541.	-
199085.	-
278719.	-
17011744.	-
219865.	-
16149724.	+
808373.	+
-0.	1

Category/Description	Baseline Per	Adjustments to Category E		Actions Set Forth in Metro		Revised Baseline to Reflect
	CRA Resolution #781213, 12/21/78	to Ensure an Estimated \$34,526,000 Per Res #781213, 12/21/78		Resolution #79-24, 02/22/79		Reduced Scope of I-505 Alternative and Westside De-escalation Metro Resolution #79-55, 06/28/79
A. I-505 Freeway Alternatives	\$46,000,000	0	\$46,000,000		\$46,000,000	\$22,933,000
B. Transportation Improvements NW Portland	13,000,000	0	13,000,000		13,000,000	13,000,000
C. Banfield Transitway	15,000,000	0	15,000,000		15,000,000	15,000,000
D. Regional Highway Projects	21,000,000	0	21,000,000		21,000,000	21,000,000
E. FAU/FAP Replacement Projects	20,000,000	+14,526,000 =	34,526,000	-14,000,000	20,526,000	20,526,000
F. Regional Transit/Highway Projects - (Portland Reserve)	50,000,000	-14,526,000 =	35,474,000		35,474,000	35,474,000
G. Westside Repayment	0	0	0	+14,000,000	14,000,000 ¹	13,106,412 ²
H. Metro Planning	0	0	0		0	0
Total	\$165,000,000	0	\$165,000,000	0	\$165,000,000	\$141,039,412

Cost Management Process Revised and Establishment of Metro Systems Planning Fund Per Metro Resolution #79-103, 11/20/79			Withdrawal Complete, Categories Pro-rated to Federal Allocations As of 12/31/79	Escalation of Baseline Through 12/31/80	Current TIP Base for 12/31/80	Adjustments Needed to TIP Base 12/21/80
\$22,933,000	-117,064 =	\$22,815,936	\$25,641,795	\$25,466,975	\$24,843,118	+623,857
13,000,000	-66,360 =	12,933,640	14,535,531	14,436,430	14,608,971	-172,541
15,000,000	-76,569 =	14,923,431	16,771,767	16,657,420	16,856,505	-199,085
21,000,000	-107,197 =	20,892,803	23,480,473	23,320,387	23,599,106	-278,719
20,526,000	-104,777 =	20,421,223	20,421,223 *2,529,262 ⁴	20,421,223 2,372,790	20,421,223 4,406,337	0 -2,033,547
35,474,000	-181,082 =	35,292,918	39,664,108	39,393,685	39,613,550	-219,865
13,943,256 ³	-71,175 =	13,872,081	16,562,645 ⁵	16,449,724 ⁷	14,253,973	+2,195,751
0	+724,224 =	724,224	724,224	724,224	724,224	0
			89,698 ⁶	84,149	0	+84,149
\$141,876,256	0 =	\$141,876,256	\$160,420,726	\$159,327,007	\$159,327,007	0

¹ Authorization in 09/30/78 dollars.

² Authorization in 03/31/79 dollars.

³ Authorization in 06/30/79 dollars.

⁴ Escalation of Category E Accrues to Portland Reserve.

⁵ Authorization in 12/31/79 dollars.

⁶ Escalation of Category H Accrues to Regional Reserve.

⁷ Authorization in 12/31/80 dollars.



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

January 14, 1982

Rick Gustafson
EXECUTIVE OFFICER

Metro Council

Jack Deines
PRESIDING OFFICER
DISTRICT 5

Betty Schedeen
DEPUTY PRESIDING
OFFICER
DISTRICT 7

Bob Oleson
DISTRICT 1

Charlie Williamson
DISTRICT 2

Craig Berkman
DISTRICT 3

Corky Kirkpatrick
DISTRICT 4

Jane Rhodes
DISTRICT 6

Ernie Bonner
DISTRICT 8

Cindy Banzer
DISTRICT 9

Bruce Etlinger
DISTRICT 10

Marge Kafoury
DISTRICT 11

Mike Burton
DISTRICT 12

Mr. Rick Gustafson
Executive Officer
Metropolitan Service District
527 SW Hall Street
Portland, Oregon 97201

Dear Rick:

The JPACT members wish to express their appreciation of your involvement throughout the long and arduous effort to secure full federal funding for the region's highway and transit projects.

Our success is directly attributable to your commitment in dealing with elected officials in the region and the Oregon Congressional delegation.
Thank you.

Sincerely,

Charlie Williamson
Metro Councilor, District 2
Chairman, Joint Policy Advisory
Committee on Transportation

CW:ACC:lmk



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

January 14, 1982

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DISTRICT 10

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DISTRICT 11

Mike Burton
DISTRICT 12

Mr. Robert Bothman, Administrator
ODOT, Metro Branch
5821 NE Glisan
Portland, Oregon 97213

Dear Bob:

Your fellow members of JPACT wish to express sincere appreciation for your commitment and dedication to the region during the effort in securing full federal funding in FY 82.

Our highway and transit project funding would not be nearly so bright without your efforts. Again, thank you.

Sincerely,

Charlie Williamson
Metro Councilor, District 2
Chairman, Joint Policy Advisory
Committee on Transportation

CW:KT:lmk



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

January 14, 1982

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DISTRICT 10

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DISTRICT 11

Mike Burton
DISTRICT 12

Mr. Dick Feeney
Executive Director
Public Affairs and Marketing
Tri-Met
4012 SE 17th Avenue
Portland, Oregon 97202

Dear Mr. Feeney:

Metro's Joint Policy Advisory Committee on Transportation (JPACT) wishes to express its sincere appreciation for your commitment, dedication and perseverance during the region's effort to secure full federal funding in FY 82 for our highway and transit projects.

You deserve a great deal of the credit for our success in holding the region together and communicating our needs to Bob Duncan, and we thank you.

Sincerely,

Charles Williamson
Metro Councilor, District 2
Chairman, Joint Policy Advisory
Committee on Transportation

CW:ACC:lmk



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

January 14, 1982

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DISTRICT 11

Mike Burton
DISTRICT 12

The Honorable Les AuCoin
U.S. Congress
2446 Rayburn House Office Building
Washington, D.C. 20515

Dear Les:

Metro's Joint Policy Advisory Committee on Transportation (JPACT) wishes to express its appreciation for your efforts and commitment as a member of the House Appropriations Committee on Transportation on behalf of the Portland metropolitan region.

The efforts of you and your staff, particularly Todd Baumann and Michelle Gigniere, helped prevent the region from suffering severe delays in its major highway and transit programs.

Individually, and as representatives of Metro's member jurisdictions, we thank you.

Sincerely,

Charles Williamson
Metro Councilor, District 2
Chairman, Joint Policy Advisory
Committee on Transportation

CW:KT:lmk



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

January 14, 1982

Rick Gustafson
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Metro Council

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Bruce Etlinger
DISTRICT 10

Marge Kafoury
DISTRICT 11

Mike Burton
DISTRICT 12

The Honorable Mark Hatfield
U.S. Senate
463 Russell Senate Office Building
Washington, D.C. 20510

Dear Senator Hatfield:

Metro's Joint Policy Advisory Committee on Transportation (JPACT) wishes to express its sincere appreciation for your personal involvement and commitment as Chairman of the Senate Appropriations Committee on behalf of the Portland metropolitan region.

The efforts of you and your staff, particularly Susan Long, provided sufficient FY 82 funding to prevent the region from suffering severe delays in its major highway and transit programs.

Individually, and as representatives of Metro's member jurisdictions, we thank you.

Sincerely,

Charles Williamson
Metro Councilor, District 2
Chairman, Joint Policy Advisory
Committee on Transportation

CW:KT:lmk



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

January 27, 1982

Mr. Robert Duncan
The Flour Mill
Suite 302
1000 Potomac NW
Washington, D.C. 20007

Dear Bob:

Metro's Joint Policy Advisory Committee on Transportation (JPACT) wishes to express its sincere appreciation for your involvement and efforts in securing full federal funding in FY 82 for the region's highway and transit projects.

We could not have done it without you. Thank you.

Sincerely,

A handwritten signature in black ink, which appears to read "Charlie Williamson", is written over the word "Sincerely,".

Charlie Williamson, Chairman
Joint Policy Advisory Committee on Transportation

CW:KT:lmk

AGENDA MANAGEMENT SUMMARY

TO: JPACT
FROM: Executive Officer
SUBJECT: Amending the Functional Classification System and the Federal Aid Urban System (FAUS)

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend adoption of the attached Resolution classifying selected local streets and designating Federal Aid route numbers consistent with their use set forth in the Hollywood Transportation study.
- B. POLICY IMPACT: This action will change the functional classification and Federal Aid designation of certain streets in the Hollywood District as requested by the City of Portland thereby allowing the use of federal funds on the affected streets (the City of Portland will be implementing a package of improvements in the Hollywood District).

This action adds the following local streets as collectors:

- 1. N.E. Halsey from 37th to 39th Avenues.
- 2. N.E. 37th Avenue from Broadway to Sandy.
- 3. N.E. Broadway from 39th to 42nd Avenues.
- 4. N.E. Tillamook Street from 42nd Avenue to Sandy Boulevard.
- 5. Delete 39th Avenue (FAU 9699) as a collector from N.E. Broadway to Morris Street.

This action is consistent with Metro's Five Year Operational Plan.

- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: City transportation staff have requested that certain local streets in the Hollywood District be functionally classified consistent with the Hollywood Transportation study. In accomplishment of this, and in order to be eligible for federal funding for right-of-way and construction of transportation improvements, the noted streets need to be designated under the Federal Aid System as FAU routes. The Portland City Council has adopted the Hollywood District Plan and is expected to amend the Arterial Streets Classification Policy consistent with these amendments.

FOR THE PURPOSE OF AMENDING THE)
FUNCTIONAL CLASSIFICATION SYSTEM)
AND THE FEDERAL AID URBAN SYSTEM)
(FAUS))

WHEREAS, The City of Portland has requested that certain streets in the Hollywood District be functionally classified and federally designated; and

WHEREAS, These requested changes have been brought about as a result of the Hollywood Transportation study conducted by the City of Portland; and

WHEREAS, To be eligible for federal funds, streets undergoing roadway improvements must be functionally classified and federally designated; and

WHEREAS, Staff analysis indicates that the proposed changes are consistent with the functions serving the new traffic circulation patterns associated with the Hollywood Transportation project; now, therefore,

BE IT RESOLVED,

1. That the Metro Council amend the Federal-aid Urban System to incorporate Exhibit "A."

2. That the Metro Council amend the functional classification system to add as collectors:

- a. N.E. Halsey from 37th to 39th Avenues.
- b. N.E. 37th Avenue from Broadway to Sandy.
- c. N.E. Broadway from 39th to 42nd Avenues.
- d. N.E. Tillamook Street from 42nd Avenue to Sandy Boulevard.
- e. Delete 39th Avenue (FAU 9699) as a collector from N.E. Broadway to Morris Street.

In order that the best possible investment be made in this area, it is appropriate to include some improvement work on essentially a district-wide basis. Of particular concern are the illumination, curb ramp and street tree proposals which, to provide for a unified urban design impact, need to be included on street segments not currently on the designated FAU System.

None of the above streets (except the 39th Avenue segment) are functionally classified or designated. As a consequence, a project improvement specifying these streets would not be eligible for federal funds.

- B. ALTERNATIVES CONSIDERED: Retain the existing (local) classifications. This would be inconsistent with the Hollywood Transportation study and make the noted streets (except 39th Avenue) ineligible for federal funding.
- C. CONCLUSION: Staff recommends adoption of the attached Resolution based on the functions proposed for the noted streets.

BP/srb
4853B/283
12/21/81

3. That Federal Aid route numbers be assigned in accordance with Exhibit "A."

4. That Metro staff coordinate the amendments with ODOT.

BP/srb
4853B/283
12/21/81



..... CURRENT FAU DESIGNATIONS
 ----- PROPOSED ADDITIONS

COLLECTORS:

1. NE Halsey from 37th to 39th Avenues
2. NE 37th Avenue from Broadway to Sandy Boulevard
3. NE Broadway from 39th to 42nd Avenues
4. NE Tillamook Street from 42nd Avenue to Sandy Boulevard
5. Delete from system 39th Avenue (FAUS 9699) from NE Broadway to Morris Street



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

M E M O R A N D U M

Date: January 5, 1982

To: JPACT

From: Richard Brandman, Air Quality Program Manager

Regarding: Results of Recent Ozone Analysis and Overview
of Ozone State Implementation Plan (SIP).

Metro and DEQ have completed their emissions analysis and projection of ozone concentrations for the 1987 deadline of meeting the .12 ppm federal ozone standard. The final analysis projects that the Portland-Vancouver airshed will attain the ozone standard in 1987. This analysis is based on the most current information available and incorporates the five ozone violations that occurred during last August's heat wave.

The combined stationary and mobile source hydrocarbon emissions inventory (hydrocarbons are one of the major precursors of ozone) shows that between 1980 and 1987, total emissions will drop by 27 percent to approximately 145,300 kg/day. This level is 1800 kg/day less than the DEQ has projected are required to meet the ozone standard. Figure 1 graphically depicts this relationship.

Figures 2 and 3 show what the sources of the hydrocarbon emissions are and where they come from. In both 1980 and 1987, 84 percent of the emissions are from Oregon and 16 percent are from Washington. In 1980, 44 percent of the emissions were from highway sources (primarily automobiles) and by 1987, highway sources contribute only 33 percent of total emissions with the remainder coming from stationary and off-highway mobile sources.

The results of this analysis are being incorporated into the Ozone SIP. The Air Quality Advisory Committee has evaluated the analysis and recommended to JPACT and DEQ that the 1800 kg/day "surplus" previously described be incorporated into the SIP as a growth cushion. This means that new industries wishing to locate in the region that emit relatively small amounts of hydrocarbons will not have to go through an involved process of finding "offsets." (Offsets mean reducing pollution from an existing source by a slightly greater amount than the new source is projecting to emit.)

In addition to this issue, the Committee recommended that committed transportation projects (i.e., those with assured funding) which have a beneficial transportation impact on air quality be incorporated in the SIP. A complete list of these projects is being developed. Major projects to be incorporated include the I-5 North and McLoughlin Boulevard Rideshare Programs, the Banfield highway and transit improvements, the City of Portland's Parking Policy, a Metro-Portland Bicycle Promotion Program and Phase 1 of Tri-Met's Eastside transit improvements.

The SIP will also include a list of projects which the region intends to construct or implement if funding is available. These projects will not be considered "committed" projects, however, and the region will face no sanctions if they are not implemented. Projects on this list include the remainder of Tri-Met's TDP; ramp metering on I-5 South, Sunset Highway, and I-205; the Slough Bridge; Westside Corridor transit improvements; and improvements on McLoughlin Boulevard.

A final issue, which will be considered by the Bi-State Policy Advisory Committee, is coordinating management of the 1,800 kg/day growth cushion with Clark County. Because this was a regional analysis, a portion of the growth cushion is available to Clark County. Based on the current interstate agreement between Metro and the Regional Planning Council of Clark County (RPC), Metro and DEQ will use the Bi-State Committee to establish an agreement between Metro and the RPC to recognize that 84 percent of the growth cushion is available to the state of Oregon and 16 percent is available to the state of Washington.

TPAC will be asked to make a recommendation regarding the ozone SIP at their January meeting. The ozone SIP will be considered by JPACT at the February meeting. The adoption schedule includes Metro Council adoption in February 1982, following which the SIP will be submitted to the State. A public hearing will be held in April and the Environmental Quality Commission, who has the final responsibility for adoption, will act on the SIP at their July 9, 1982 meeting.

RB/le
4875B/D4

Date: January 5, 1982
To: JPACT
From: Steve Dotterer, Chief Transportation Planner
Portland City Planning Commission
Subject: Portland-Vancouver Air Quality Maintenance Area
State Implementation Plan for Carbon Monoxide

City of Portland staff recently completed preparation of the draft Portland-Vancouver Air Quality Maintenance Area State Implementation Plan (SIP) for Carbon Monoxide (CO). Primary responsibility for writing the CO plan was given to the City since all of the non-attainment problems identified for 1982 are within the Portland downtown.

The plan consists of a number of transportation control strategies which have received regional commitment. The City's Downtown Parking Management Program is a major element of the plan, but also included are area-wide programs for transit improvements, rideshare and bicycle projects. These controls are projected to bring the region into attainment by 1985.

TPAC members will be asked to make a recommendation regarding the CO SIP at their January meeting when the City forwards the report to Metro. The SIP will be considered by JPACT at the February meeting. The following summary provides an outline of the plan.

Summary of Plan

1. It is estimated that CO motor vehicle emissions represented 95 percent of the total CO emissions generated in the Portland area in 1977. In 1987, 85 percent of the emissions are still projected to be from motor vehicles.
2. The air quality analysis in this SIP indicates that a few streets in the CBD of the City of Portland are projected to violate the eight-hour CO ambient air quality standard without new controls. The controls adopted in this plan are projected to bring the region into attainment by 1985.
3. A request to extend the attainment deadline for the CO ambient air quality standards to December 31, 1985 is being included in the SIP. The EPA requirements for requesting this extension have been met.
4. Reasonably available control measures listed in the revised Clean Air Act of 1977 have been evaluated and the following categories selected for action as part of the CO Plan: programs for improved transit; area-wide carpool programs; programs to control parking; programs to encourage use of bicycles; staggered work hours; and traffic flow improvements.

5. Descriptions of previously implemented transportation control measures are included in the SIP along with new measures that have been adopted to bring the area into attainment. The measures include region-wide programs as well as programs specific to downtown Portland.
6. A redesignation of the boundaries of the CO non-attainment area to the areas actually exceeding standards is included in the plan.
7. A monitoring plan has been established to periodically assess the effectiveness of the transportation measures in bringing the area into attainment of the CO air quality standard. The primary indicator used to make this judgment will be ambient air quality monitoring. Other indicators used will include the number of downtown parking spaces and number of vehicles entering the downtown.

SD:lmk

A G E N D A M A N A G E M E N T S U M M A R Y

TO: JPACT
FROM: Executive Officer
SUBJECT: Amending the Transportation Improvement Program to Include
a Project for the Region's Non-Urbanized Area Public
Transportation Program

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution which authorizes \$369,800 of Section 18 funds for capital equipment and operating funds to support public transportation services outside the urbanized area.
- B. POLICY IMPACT: The project will be used for rural service improvements consistent with regional policies and objectives.
- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments.

II. ANALYSIS:

- A. BACKGROUND: Section 18 of the Urban Mass Transportation Act of 1964, as amended, provides operating and capital assistance funds for the establishment and maintenance of transit programs for areas that are not in urbanized areas (i.e., areas of less than 50,000 population). The federal matching shares for these areas correspond to those in the larger cities: 50 percent for operating and 80 percent for capital assistance projects.

This is a formula grant program under which funds are apportioned to the State based on non-urbanized area population with eligible recipients including public bodies, nonprofit organizations and operators of services. Private providers of service are eligible through purchase of service agreements with a local public body for the provision of public transportation services.

Tri-Met intends to purchase nine (9) vehicles, and one radio repeater (Attachment A), which will be used by subcontractors to provide service in the rural areas of Multnomah, Washington and Clackamas Counties. The equipment will be owned by Tri-Met and, therefore, it will be possible to transfer it to whichever operator is the prime contractor for the coordinated special transportation service.

The equipment will be used for service improvement. It is anticipated that fixed schedule, route deviation systems will replace or supplement what is now a predominantly demand responsive system. The routes being considered have been indicated in the operating portion of the Section 18 grant application.

The radio repeater will be operated by the Clackamas County Community Action Agency TRAM. This will be a part of a new radio system which will eventually allow all radios in the LIFT system to operate on the same radio band to improve communication and coordination. The repeater is necessary to ensure good communication in the rural portion of the county.

Operating funds (\$141,100 federal) will be administered and used by Tri-Met to support the operation of the service improvements for FY 1982 and FY 1983.

- B. ALTERNATIVES CONSIDERED: Inasmuch as these are non-duplicative service improvements, the alternative would be to not provide them.
- C. CONCLUSION: Based on Metro staff analysis, it is recommended that the attached Resolution be approved.

BP/srb
4855B/283
01/05/82

FOR THE PURPOSE OF AMENDING THE)
TRANSPORTATION IMPROVEMENT)
PROGRAM TO INCLUDE A PROJECT FOR)
THE REGION'S NON-URBANIZED AREA)
PUBLIC TRANSPORTATION PROGRAM)

WHEREAS, Section 18 of the Urban Mass Transportation Act of 1964, as amended, provides capital assistance and operating funds for the establishment and maintenance of transit programs for non-urbanized areas; and

WHEREAS, Funds are apportioned to the State based on non-urbanized area population; and

WHEREAS, The Public Transit Division of the Oregon Department of Transportation (ODOT) is authorized to make grants for public transportation services outside of major urbanized areas; and

WHEREAS, Tri-Met wishes to file a capital grant under Section 18 to fund equipment and operating support for the non-urbanized area; and

WHEREAS, The equipment will be used for rural service improvements consistent with regional policies and objectives; now, therefore,

BE IT RESOLVED,

1. That federal funds be authorized in the amount noted in Attachment A.
2. That the Transportation Improvement Program (TIP) and its Annual Element be amended to reflect the authorization set forth in the attachment.
3. That the Metro Council finds the project to be in accordance with the region's continuing, cooperative, comprehensive planning process and, hereby, gives affirmative A-95 Review approval.

ATTACHMENT A

PROJECT BUDGET

Equipment

Listed in Prioritized Groups

- | | | |
|----|--|--------------|
| 1. | Two (2) mini-buses with lifts and radios
(One bus each for Washington and Clackamas
Counties.) | \$ 70,000 |
| 2. | Six (6) mini-buses with lifts and radios
(Three buses each for Washington and
Clackamas Counties.) | 210,000 |
| 3. | One (1) radio repeater for use in Clackamas County | <u>6,000</u> |

Total Request	\$286,000
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Section 18 Funds (80%)	\$228,800
State Share (10%)	28,600
Tri-Met Share (10%)	<u>28,600</u>

Total	\$286,000
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OPERATING (FY 82 and FY 83)

Section 18 Funds (50%)	\$141,000
Tri-Met Share (50%)	<u>141,000</u>

Total	\$282,000
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PROJECT TOTAL	\$568,000
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A G E N D A M A N A G E M E N T S U M M A R Y

TO: JPACT
FROM: Executive Officer
SUBJECT: Amending the Transportation Improvement Program (TIP) to Include a Section 3 Capital Grant for the Pioneer Square Customer Assistance Office

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution amending the TIP to include a Section 3 Capital Grant for construction of a Customer Assistance Office (CAO) in Pioneer Square.
- B. POLICY IMPACT: This action will enable construction of a CAO as an adjunct to the Banfield LRT project, and amend the TIP to include the grant funding. This action is consistent with Metro's responsibility for allocating federal transportation funds as described in the 5-year operation plan.
- C. BUDGET IMPACT: The approved Metro budget provides for staff involvement in establishing project priorities and monitoring project implementation.

II. ANALYSIS:

- A. BACKGROUND: Pioneer Square is a unique project to the downtown core area. It will be a highly visible, heavily used, attractive development with LRT and bus service surrounding it. With proper marketing, a Tri-Met office in Pioneer Square would be a magnet for attracting existing riders, new riders (particularly visitors), as well as reinforcing perceived ease of use of transit and LRT.

Tri-Met is proposing to construct a CAO using Urban Mass Transportation Administration (UMTA) Section 3 Capital Grant funds. The project cost is estimated at \$400,000 federal. This amount is to be expended over two years. The initial construction of a concrete shell, centrally located within the Square, would be funded in FY 82 at approximately \$200,000. The interior mechanical, electrical work, relocation of the coaxial cable system, wallboard, flooring, air circulation system, etc. would be completed in FY 83 at an estimated cost of \$200,000.

- B. ALTERNATIVES CONSIDERED: Tri-Met's existing rental contract for the CAO expires in February 1982, and a renegotiated contract for similar space would be required. To find a suitable ground floor site (2,000 to 4,000 square feet), which is handicapped accessible and

located with similar proximity to both the mall and the LRT line, has not proven to be possible.

- C. CONCLUSION: Metro staff recommends aproval of the attached Resolution.

BP/srb
4998B/283
01/07/82

FOR THE PURPOSE OF AMENDING THE)
TRANSPORTATION IMPROVEMENT PROGRAM)
(TIP) TO INCLUDE A SECTION 3)
CAPITAL GRANT FOR THE PIONEER)
SQUARE CUSTOMER ASSISTANCE OFFICE)

WHEREAS, The Metro Council adopted Resolution No. 81-280
which endorsed the FY 82 TIP; and

WHEREAS, Tri-Met has applied for an Urban Mass
Transportation Administration (UMTA) Section 3 Capital Grant to
cover transit improvements; and

WHEREAS, Tri-Met has requested that funds for a Pioneer
Square Customer Assistance office be added to the TIP utilizing a
portion of the noted Section 3 grant; and

WHEREAS, By inclusion in the TIP the project becomes
eligible for use of federal funds; now, therefore,

BE IT RESOLVED,

1. That the TIP and its Annual Element be amended to
reflect the project and federal funds set forth

FY 82 - Construction Funds, \$200,000

FY 83 - Construction Funds, 200,000

Total \$400,000

2. That the Metro Council finds the project in
accordance with the region's continuing, cooperative, comprehensive
planning process and, thereby, gives affirmative A-95 Review
approval.

BP/srb

4998B/283

01/07/82



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: January 14, 1982

To: JPACT

From: Rick Gustafson

Regarding: Comments on the State Gas Tax

BACKGROUND

1. Each penny increase in gas tax equates to an annual increase of \$15, \$4 and \$3 million for the State, counties and cities, respectively.
2. In 1976, the gas tax lost 48% -52% with 52% of the voters in urban areas voting yes.
3. Since 1976, urban support for the gas tax has declined: 52% yes in 1976 to 32% yes in 1980.
4. Rural support has consistently been 10 percentage points lower than urban: 40% in 1976, 21% in 1980.
5. Within the Portland region the percent of yes votes declined from 53% in 1976 to 33% in 1980.

OBSERVATIONS

1. The greatest difficulty in gaining voter approval of the State Gas Tax proposal appears to be the lack of clarity regarding how the monies are to be allocated and why the planned uses are important.
2. The State's Six Year Plan does not provide sufficient background on these issues to be helpful.
3. A campaign based solely on the maintenance and reconstruction of State highways would offer little appeal to large blocks of urban voters who are more directly concerned about local projects aimed at their economic viability or neighborhood quality.
4. The 1¢ the State gets in January is sufficient during the next six years: a) to fund minimum adequate maintenance; and b) to match all federal aid.

5. A significant portion of projects on the 6900 miles of primary and secondary highways on the State system occur within urban areas. The urban area projects are far more "urban arterials" than they are "State highway" connectors between cities.
6. Many of these urban projects are needed to support the economic vitality of urban areas.
7. Local officials can better select projects in urban areas to meet economic needs than the State.

POTENTIAL STRATEGY

1. The Oregon Transportation Commission should adopt policies on the use of the gas tax increases.
2. These policies should, in part, emphasize the need for transportation construction in urban areas to support their economic development needs.
3. A sufficient amount of the 3¢ in May should be set aside to cover the State's maintenance, interstate, rural primary and secondary program.
4. The remaining revenues should be dedicated to an urban program which is annually allocated as a block grant to urban regions on, for example, a population basis.
5. The block grants should require local match.
6. Project selection within an urban area should be through a regional consensus-building process such as that followed by the Interstate Transfer Fund Program.

RG:SS:lz